

# WASHINGTON AND OREGON MILITIA REACH HONOLULU

(Continued from page one)

be allowed and added, "important message to follow."

According to the present itinerary of the Milwaukee, it is to sail from here Sunday or Monday and arrive at Port Angeles on July 18, where there will be target practice and drill, and on July 22 it is to discharge the militiamen at Tacoma and Seattle.

This voyage is particularly notable for the fact that it is the first time the naval militia of Oregon and Washington have joined together in the annual cruise.

The Milwaukee departed from Seattle at 9 o'clock p. m. July 1, and kept up her regular 16 knots an hour, notwithstanding that two days of the voyage was through a thick fog, and that a good part of the militia crew suffered a part of the time from seasickness. The Milwaukee is a 10,000-ton cruiser, has a battery of 16 six-inch guns, and has a speed of 22 knots. She has been kept in the reserve service at Bremerton navy yards for the last three years.

Col. Samuel White, from the department of the adjutant general of the Oregon National Guards, is aboard the ship. Captain G. F. Blair is the commander and executive head of the Oregon forces, and Captain W. B. Allison is the executive head of the Washington forces. J. Richard Olson of Portland, Oregon, is the only chaplain aboard. There are two bands aboard, one from each state.

Captain Reeves was enthusiastic over the success of the trip. He said this morning after docking:

"The entire trip was splendid, and we made excellent time. We experienced a couple of accidents to the machinery, but we were not delayed by them. We first went to Tacoma, taking on the men there, and from Tacoma we steamed to Seattle."

"The ship has not been in service for three years, and I was afraid we might have some trouble with her. The department had given me an itinerary that required 16 knots an hour. We started out of Puget Sound making 16 1/2 knots and had not gone far before the starboard screw broke, but we managed to fix it without loss of time. Later we ran into a thick fog which lasted for two days and two nights, but we were well on our course."

"I was anxious to get here this morning as we have to put on 1200 tons of coal, and no allowance was made in our itinerary for this work. The order simply said we were to give the men two full days' shore leave."

Captain Reeves made an official call on General Carter this morning, and will probably call on Admiral Moore tomorrow when the latter returns from Pearl Harbor.

It was reported here that the cruiser would bring the submarines of the group, comprising the first submarine division of the Pacific fleet, commanded by Lieut. Charles E. Smith, in addition to the naval militia. The submarines were not brought, but it is well understood aboard the Milwaukee that on returning to the mainland this commission will be given the cruiser, unless the message received this morning by Captain Reeves upsets this plan.

Aboard the ship now are 38 officers, 20 of whom are from the militia. There are 733 men, 329 of whom are regularly in the service. This number is 80 in excess of the authorized complement. Four newspaper men from Seattle and Portland are aboard. M. S. Ellis is the commander and executive officer, Lieut. Commander Bulmer, the navigator.

In the naval militia aboard the cruiser Milwaukee now at Honolulu are young men from almost every occupation and walk of life—clerks, laborers, skilled employees, lawyers, doctors—men of every profession, rich and poor.

The naval militia system is to the navy what the national guard is to the army, a civilian military organization. It is comparatively of recent date and its existence in Washington and Oregon dates back only four or five years. The period of enlistment is two years and the duties are much the same as those of the national guardsmen, with the exception that the scene of action is transferred from land to sea. After a man passes the physical examination and is enlisted, he must be present on board ship once a week for drill and is expected to turn out for the annual summer cruise. During the cruises the officers and men are paid at the same rate as in the regular navy.

The Washington naval militia went to Alaska a year ago, but the Oregon militia has never made a cruise away from home ports.

Aboard ship the routine is as strict and efficient as aboard any war-vessel in Uncle Sam's navy. It is not much of a pleasure cruise for the men, many of whom are from luxurious homes. They must scrub decks and polish brass and in port must leave coal just like the bluejackets. That the cruise to Hawaii is not much of a pleasure jaunt is shown by the fact that the men will be here at the most but three or four days.

**Nile Delayed, Nearing Port.**—To discharge several tons of oriental cargo, the Pacific Mail liner Nile from China and Japan ports is predicted will arrive at the port tomorrow morning and may be expected to sail for San Francisco about 5 o'clock in the evening. The Nile is reported to carry a total of 33 cabin, 22 second class and 112 Asiatic steerage passengers. A small number of the latter are to leave the vessel at Honolulu.

## Log of Trip of Milwaukee From Portland Here

(Continued from page one)

ward cut loose with 21 satisfying "booms" with blank cartridges in honor of the flag flying at the main gaff, while every officer in hearing stood at attention. The games were the joy of the session. The officers provided prize money. The flour race and the spar boxing were the two funny ones. For the former, a pan of flour was set on the deck. Into the fluffy mess were dropped 12 silver quarters. The contestants, with hands tied behind them, rooted with their faces in the mess, and little "Sparrow" Warren of the Milwaukee gouged out seven. For the spar boxing the big 8-inch gun on the quarter deck provided the "spar." A big fat collision mat beneath received the defeated contestants. Following are the results of the sports: Wheelbarrow race—"Shrimp" Walker, Washington coxswain, first; C. T. Wruke, Washington, second; prizes \$1 each.

Three-legged race—F. E. Von Groenewald, Oregon, first; C. W. Hinckley, Oregon, second; prizes, \$1 each. Potato race—A. P. Wilson, Oregon, first; prize \$1.50.

Flour contest—Four contestants rooted for \$3.25 in 25-cent pieces. Shoe race—J. Bernstein, Oregon, first; prize \$1.25.

Pie-eating contest—B. A. Ribble, Washington, first; prize \$1.

Apple contest—W. H. Warren, Milwaukee, first; prize \$1.

Spar boxing—P. C. Lind, Oregon, first prize \$2; A. P. Wilson, Oregon, second prize \$1.

Tug of war—Washington won best two of three. Washington lost to Milwaukee two out of three. Prize \$7.50; each man given 70 cents.

Olive race—Won by J. Bernstein, Oregon; prize \$2.

Judges—Lieutenant Commander G. F. Blair, Oregon; Lieutenant Commander W. B. Allison, Washington. Contest committee—Lieutenant Commander G. F. Blair, Oregon; Lieutenant W. F. Gresham, Milwaukee.

Of the 771 persons aboard, 226 are from Washington—nine officers and 217 men—of whom Seattle furnished 68, Cushman Indian School 52, Aberdeen 49, and Tacoma 48. Oregon has 11 officers and 187 men; the Milwaukee 18 officers and 329 men.

Following is a full list of officers aboard: Oregon—Lt. Commander George F. Blair, commanding; Lt. Commander A. J. Capron, Dr. L. J. Wolf, Dr. Ben Norden, Chaplain J. Richard Olson, (the last three ranking as lieutenants) Lieutenant T. F. Keeley, Ensigns Robert Munly, L. J. Spooner, R. J. Cornell and H. H. Hilton; H. W. Griffin, pay clerk.

Washington—Lt. Commander W. B. Allison, commanding; Lieut. Everts W. Foss, G. A. Browne, A. Moodie; Ensigns J. B. Armstrong, C. H. Nelson; Dr. A. B. Wood, Dr. C. J. Brobeck; Carpenter Hennig.

Milwaukee—Commander J. M. Reeves, Lieut. Commander Mark St. C. Ellis, executive; Lieut. Commander T. T. Bulmer, navigator; Lieutenants W. F. Gresham, A. L. Olson, C. James; Ensigns R. C. Lee, V. L. Kirkman, A. Marcus; A. B. Hayward, F. A. Surgeon; J. B. Ewald, assistant paymaster; M. C. Kent, boatswain; H. Jorgensen, gunner; E. Evans, chief machinist; J. Coyle and A. C. Heysell, machinists; G. A. Lazar, chief carpenter.

**Tenyo Has Many for the Port.**

Among the passengers to leave the Japanese liner Tenyo Maru at this port tomorrow morning are 161 Asiatic steerage passengers, among whom are a delegation of Filipinos. The Tenyo Maru is steaming from the coast of Asia and is due to come to berth at pier 7 at an early hour. It is the intention to dispatch this vessel for San Francisco at 5 o'clock in the evening, following the discharge of 784 tons of cargo and the loading of 500 tons of fuel. The Tenyo Maru sailed from Yokohama, Japan, with a total of 431 passengers in all classes.

**Big Ship Sewall in the Pacific.**

Again in the Pacific, after many months' absence, during which time this vessel transported a shipment of sugar from an island port to the Delaware breakwater, the American ship Edward Sewall, well known to local shipping, is nearing the north Pacific coast with 5000 tons of coal, supplied at Philadelphia. The vessel is credited with a long passage, having last been reported 250 days out from the Atlantic port. The extent of the voyage is due mainly to a series of misfortunes and accidents compelling the vessel to put into South American ports for repair. A portion of the coal may be discharged at Portland, Ore.

**Thetis Prepares for Midway.**

With Midway island as one of the points in the Pacific to be visited on an extended cruise in the Pacific, the United States revenue cutter Thetis is being coaled and provisioned preparatory to steaming about July 15. Captain J. D. H. Brown is now awaiting mail and additional instructions in the mails due here within a few days.

It has been about two years since the Thetis last visited the group of islands, rocks and reefs to the north and westward of Honolulu, believed to be the haunt of a band of Japanese bird and feather poachers.

**Prosper Goes to Port Angeles.**

Captain Murchison, master of the schooner Prosper, was today ordered to proceed with his command to Port Angeles, Washington, following the discharge of a shipment of lumber. The vessel is expected to get away about Friday afternoon. Captain Murchison was much disappointed in his failure to meet his brother who is in command of the schooner Dauntless.

## BRITISH CABLE COMMERCIAL MEN SHIP IRIS NOW DUE CONTINUE FIGHT FOR BIG HARBOR

Due at the port at any time within 24 hours, the British cable ship Iris, a vessel in the service of the cable company operating between Australia, New Zealand, Fiji and British Columbia, will remain here for sufficient time to receive several hundred tons of coal before steaming for Esquimaux.

It has been several years since the Iris last visited Honolulu. The vessel is one of the older steamers devoted to the laying and repairing of submarine cables. The Iris has spent some time at Auckland and Suva and is due at the northwest coast about July 24.

It is the intention of Manager J. Milward of the Pacific division of the cable company to meet the vessel at Vancouver. He has been absent for some time on important business that called him to London.

The Iris is a steel twin-screw steamer of 2253 tons gross. She is a Scotch built steamer and went into commission in 1902. Her dimensions are, length, 295 feet, beam 40.7 feet, and depth 15.1 feet.

**Columbia Bar Pilots Cut Rates.**

Vessel owners are the beneficiaries in a marked reduction of pilotage on the Columbia river. Beginning July 1 the independent Columbia river bar pilots have put a new rate into effect for taking vessels in and out of the Columbia river amounting to \$1 a foot draft and 1 cent a ton on the net register tonnage of a craft. It represents a cut of 50 cents a foot draft on the rates now exacted by the independents and the port of Portland. The 1 cent a ton is the same that has been charged. No announcement has been made as to whether the port of Portland will meet the cut.

**Coal Charter for Port Allen.**

A large British steamer presumably one of the well-known Strath liners will soon be dispatched from Newcastle, N. S. W., for Port Allen, Kauai, according to report brought to this city today. The vessel is expected to bring about 5000 tons of Australian coal for the Kauai port.

**Hall Brought Baseball Fans.**

A Honolulu baseball team and a delegation of fans and admirers returned from Kauai as passengers in the steamer W. G. Hall this morning, the party making up the greater portion of the list of travelers. Fine weather favored the party. The Hall visited the several ports of call where 5000 sacks of sugar was received. In addition to the product, the vessel brought a quantity of sundries.

**Kauai Sugar Report.**

Sugar awaiting shipment on the island of Kauai includes the following consignments, according to report brought to Honolulu by officers in the steamer W. G. Hall: Kilanea, 3000, Kealia 62,500, Lihue 31,000, G. F. 5369, Koloa 20,469, McB. 60,212, M. A. K. 2115, K. 2750, G. & R. 6001, sacks.

**Much Difficulty in Loading Salvador.**

Owing to the absence of facilities on the windward side of the island, the loading of the schooner Salvador with a shipment of about 20,000 cases of preserved pines is making slow progress, with the result that this vessel is not expected to sail for San Francisco much before the first of the coming week. The vessel is taking product from the Libby, McNeill & Libby canneries.

**Helene Met With Stormy Passage.**

Coupled with an accident to her machinery, the inter-island steamer Helene, returning from Hawaii ports this morning, met with much rough weather in calling at windward side of the big island. This vessel brought 76 head of cattle, 10 calves and a quantity of empty containers.

## HARBOR NOTES

Due to arrive at the port at daylight next Monday morning, the Oceanic liner Sonoma sailed from San Francisco at 9 o'clock yesterday afternoon. In addition to bringing a local team of swimmers, a large delegation of passengers, including a party of excursionists, are expected to arrive in this vessel.

In steaming from Mexican ports to the coast of Asia by the way of Honolulu, the German cruiser Nurnberg is expected to call at San Francisco where a draft of new men for this vessel will be secured and the greater part of the old crew will be discharged. The Nurnberg is due at Honolulu en route to Tsingtao, north China, about July 18.

There will be no abandonment of a call at Puget Sound ports by vessels in the American-Hawaiian steamship service according to C. P. Morse, general freight agent for the line at this port. Following the departure of the freighter Pennsylvania, due to arrive here about July 11, the Montanan will be dispatched from the Sound with a general cargo.

Thirty cabin passengers and a full cargo of sugar were dispatched from Honolulu for the coast in the Matsuo Navigation steamer Lurline, that departed from Pier No. 19 at 4 o'clock yesterday afternoon. In sailing two hours ahead of a former schedule it is predicted that the vessel will arrive at San Francisco at a far more convenient hour in the afternoon.

**STAR-BULLETIN GIVES YOU TODAY'S NEWS TODAY**

Continuing its fight for the enlarging of Honolulu harbor by the cutting of a 600-foot channel in Kalihii bay and dredging of Kapalama basin, the Chamber of Commerce of Honolulu yesterday adopted the report of its marine committee and same will be forwarded to Washington in the near future.

A lengthy letter, setting forth the needs of Honolulu in the matter of water-frontage, together with statements from a number of interested parties, including steamship and harbor officials, will accompany the report on its journey across the country.

The report of the committee, composed of G. Fred Bush, J. L. McLean, C. P. Morse, T. H. Petrie, L. A. Thurston, Norman Watkins and H. M. Whitney, is divided into 15 sections and is filled with statistics pertinent to the question involved.

The following sections, taken from the report, carry the most important information relative to the harbor question:

"The lack of wharves with adequate fuel-loading facilities, both for coal and oil, has caused the construction of lighters for the purpose, and it is not, therefore, necessary in all cases for ships desiring fuel supply to come to a wharf; but upon many occasions it is too rough outside of the harbor for such lighters to be able to furnish fuel to ships anchored in the outer roadstead. The ships should be able to anchor in still water. This can only be provided by extending and enlarging the harbor."

"Formerly, when commerce was carried on by smaller vessels, ships unable to get to a wharf, anchored in the harbor. Ocean-going steamers have grown in size so rapidly that a wharf must be at least 500 feet long to be considered as available for ocean steamer service."

"There is no longer room in the harbor for ocean steamers to anchor away from the wharves. At the former harbor anchorage grounds the harbor is only 1100 feet wide, and a 500-foot steamer anchored there would block the harbor. As above noted, five battleships, in addition to the regular mercantile ships, filled the harbor as far back as 1908, the other battleships being obliged to remain at anchor in the open ocean. Likewise, whenever the U. S. North Pacific fleet of cruisers visits Honolulu, it fills the harbor to capacity."

"While no one can predict exactly what number of additional ships will cross the Pacific, or come to Honolulu after the opening of the Panama canal, it is submitted that the people of Hawaii are justified in basing, at least to some extent, their estimates of probable increase of commerce upon the same general estimates and expectations that are being used by all other ports surrounding the Pacific; and these, without exception, are to the effect that shipping and commerce will be greatly increased."

"Ports all around the Pacific are improving and enlarging their shipping facilities to the extent of millions of dollars, in the confident expectation of an early and great increase of shipping and commerce."

"Surely not all of them are mistaken."

"With equal certainty, even though Hawaii does not directly increase its shipping and commerce to the same extent as do mainland ports, or even at all, the incidental effect of the increase of business by other Pacific ports will be to also increase the business of the port of Honolulu, as the ships transacting such increased business of other ports, stop at Honolulu as an incidental port of call and supply."

"Honolulu alone is making no additional preparation for an increase of business. Why?"

"Is it reasonable or logical to believe that after years of rapid and steady growth, the commerce of Honolulu is going to suddenly stop growing?"

"Is it reasonable or logical to expect that the business of every other port in the Pacific will increase after the Panama canal is in operation—and such result is confidently expected—and that the business of Honolulu alone will not increase?"

"We submit that it is reasonable and logical to expect that the normal growth of the commerce of Hawaii, for the past 10 years, will continue, or at least will not retrograde, and that the anticipated stimulating effect upon other Pacific ports occasioned by the opening of the Panama canal will produce like results upon the business of Honolulu, the most centrally located port of them all."

**PASSENGERS ARRIVED**

Per stmr. W. G. Hall, from Kauai, Francis Gay, Charles Gay, L. Gay, C. A. Rice, J. Boyer, H. Baldwin, D. Wadsworth, A. Yap, Mrs. F. Andre, Mrs. Osborne, Miss M. Hastie, J. K. Kawai, L. J. Simpson, J. Hand, A. G. Kaulukon, Rev. J. M. Lidgate, W. Lidgate, Miss C. F. Bettencourt, Mrs. J. F. Bettencourt, N. Suemoto, Miss H. Jackson, W. A. Gill, D. K. Kapabae, M. Werner, K. Montgomery, Mrs. Montgomery, Mrs. Ellis, J. W. Ekikela, Mrs. C. Malino, E. Gay, Kim Wei.

"Fred, do you remember where you were in 1910?" asked the bride of a few months.

"Why, no, dear, I don't remember exactly," replied the young husband.

"Why do you ask?"

"Why, I was reading today in the paper that it is said that in 1910 one person in every 300 in the United States was in prison."

## BIG GUNS AND MORTARS WILL BE HEARD SOON

The annual target practice for the guns and mortars of the sea coast forts which comprise the Coast Defenses of Oahu, will be held this month, but the exact dates on which the different batteries will fire is not announced, as regulations prohibit notification to battery commanders so far in advance. Service practice will be held both by daylight and at night, and unusual interest centers around the shooting of the local batteries, owing to the fact that Oahu now holds the Knox trophy, emblematic of coast artillery supremacy throughout the entire corps. This trophy was won last year by the mortar battery at Fort Kamehameha, manned by the 48th and 148th companies.

The period of night firing will be from July 21 to 29 inclusive, and all shipping is warned not to get in the field of fire on those dates. To this end Col. W. C. Rafferty, commanding the Coast Defenses of Oahu, has issued the following bulletin:

Headquarters Coast Defenses of Oahu, Fort Ruger, T. H., July 6, 1914.

Danger!

Night firing will be held with the seacoast guns at Fort Ruger, (Diamond Head), Fort DeRussy (Waikiki), Fort Armstrong (Kakaako), and Fort Kamehameha (Pearl Harbor), beginning at 7:15 p. m., July 21st to 29th, 1914, inclusive.

The sea area for six miles off shore between a line running due south of Black Point (Kupikikiko) and a line running due south of Barber's Point

will be unsafe for shipping on the nights above mentioned so long as the searchlights are burning. When p. m. all searchlights are out the firing is completed.

W. C. RAFFERTY, Colonel Coast Artillery Corps, Commanding.

Report No. 2398.

PUNTA ARENAS—Passed, June 2, S. S. Virginian, from Hilo June 4 for New York.

PERNAMBUCO—Passed, June 6, S. S. Mexican, from Hilo May 23 for New York.

DELAWARE—Arrived, July 4, S. S. Arizona, from Hilo May 12.

NOYO (Cal)—Arrived, July 3, S. S. Clan Macleod, hence June 28.

SAN FRANCISCO—Sailed, July 7, 5:30 p. m., S. S. Manoa for Honolulu Aerogram.

S. S. China will arrive from San Francisco tomorrow morning at 8 and sail for the Orient Friday morning at 10 o'clock. Has 50 tons cargo for Honolulu and will take on board 550 tons of coal. Has on board 48 cabin, 19 second, and 54 Asiatic steerage passengers.

S. S. Nile will arrive from the Orient tomorrow morning about 7, and sail for San Francisco at 5 p. m.

S. S. Tenyo Maru will arrive from

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